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REPORT NO. [REDACTED]

TOPIC Soviet Rail Movements

25X1C

25X1X

EVALUATION [REDACTED]

PLACE OBTAINED [REDACTED]

25X1C

DATE OF CONTENT [REDACTED]

DATE OBTAINED [REDACTED]

DATE PREPARED 16 August 1951

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REFERENCES [REDACTED]

PAGES 6 ENCLOSURES (NO. & TYPE)

REMARKS

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SOURCE [REDACTED]

1. Supply shipments identified from the records of the Frankfurt/Oder railroad station between 15 and 17 July 1951 included:

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Shipment	From-To and Date
Train of 21 boxcars and 19 flatcars with billeting equipment	Hoppegarten (?) to Wuensdorf 15 July
2 boxcars with ammunition	Finow to Cottbus 15 July
3 boxcars with ammunition	Finow to Finsterwalde 15 July
1 boxcar and 1 flatcar with item 14 goods	Strausberg to Falkensee 15 July
2 boxcars with military goods	Finow to Muellrose 15 July
2 flatcars with structural iron	Lichtenberg to Ketschendorf 15 July
2 boxcars with iron ingots	Oberschoeneweide to Ketschendorf 15 July

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<u>Shipment</u>	<u>From-To and Date</u>
1 boxcar with military goods	Frankfurt/Oder to Bernburg 15 July
2 boxcars with military goods	Frankfurt/Oder to Jueterbog 15 July
1 boxcar and 1 flatcar with 2 field kitchens	Frankfurt/Oder to Wildpark 15 July
7 boxcars with military goods	Potsdam to Frankfurt/Oder 15 July
6 boxcars with military goods	Eberswalde to Muellrose 15 July
4 boxcars with military goods	Eberswalde to Lieberose 15 July
Train of 8 boxcars and 16 flatcars with soldiers and military goods	Eberswalde to Lieberose 16 July
1 flatcar with 1 truck	Neubrandenburg to Chemnitz 17 July
5 boxcars with military goods	Muellrose to Kirchmoeser 17 July
7 boxcars with ration supplies	Frankfurt/Oder to Lieberose 17 July
10 boxcars with military goods	Frankfurt/Oder to Jueterbog 17 July

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2. Shipments of unknown cargo, which were listed in the records of the 5th Subdistrict Office of the Berlin railroad district between 13 and 24 July, included:

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<u>Shipment</u>	<u>From-To</u>	<u>Date</u>
6 boxcars	Rathenow to Stendal, Finow and Gerwisch	13 July
18 boxcars	Satzkorn to Brest Litovsk, Altengrabow and Klausdorf	13 July
1 flatcar	Wustermark to Stendal	14 July
1 boxcar	Rathenow to Brest Litovsk	15 July
2 flatcars	Satzkorn to Wolmirstedt	15 July
Train of 33 boxcars and 8 flatcars; possibly a troop train	Wustermark to Wuensdorf	15 July
3 boxcars	Falkensee to Dresden	16 July
1 boxcar	Rathenow to Strausberg	16 July
12 boxcars	Satzkorn to Dresden	16 July
3 gondola cars	Falkensee to Dresden	17 July
1 boxcar	Rathenow-Nord to Jueterbog	17 July
Train of 30 boxcars and 5 flatcars; possibly a troop train	Wustermark to Wuensdorf	18 July
1 boxcar	Dallgow-Doeberitz to Frankfurt/Oder	18 July
18 boxcars	Satzkorn to Brest Litovsk	18 July
3 gondola cars	Falkensee to Falkenberg	19 July
2 boxcars	Dallgow-Doeberitz to Brandenburg-Altstadt	19 July

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Shipment	From-To	Date
18 boxcars	Satzkorn to Magdeburg, Bernburg, Kremmen, Teltow and Wurzen	20 July
Train of 10 boxcars and 42 flatcars; possibly a troop train	Rathenow-Nord to Altengrabow	21 July
22 boxcars	Satzkorn to Kaulsdorf, Magdeburg, Altengrabow and Wurzen	21 July
3 gondola cars	Falkensee to Falkenberg	23 July
2 boxcars	Rathenow to Schwerin	23 July
2 boxcars	Rathenow-Nord to Aschersleben	23 July
Train of 6 boxcars and 10 flatcars	Dallgow-Doeberitz to Altengrabow	23 July
1 boxcar	Dallgow-Doeberitz to Guben	24 July
Train of 14 boxcars and 32 flatcars; possibly a troop train	Boetzow to Altengrabow	24 July
27 boxcars	Satzkorn to Magdeburg and Dresden	24 July

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25X1C 3. Shipments of unknown cargo, which were listed in the records of the
 25X1C 5th Subdistrict Office of the Berlin railroad district between 13
 and 24 July, were consigned to: the Kech office in Falkensee; Unit
 in Boetzow; in Wustermark and Dallgow-Doeberitz; in Satz Korn;
 in Dallgow-Doeberitz; Unit in Rathenow; Unit
 25X1C in Wustermark; in Satz Korn; and
 25X1C in Boetzow. (6)

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Comments.

- (1) The [redacted] is probably the shipment-record number of a troop train rather than an APN. It also seems possible that, coincident to the transfer of the officer and NCO courses from Potsdam and Doeberitz to Wuensdorf, another school of the GOFG was moved to Wuensdorf from the area east of Berlin.
- (2) The two troop trains from Wustermark to Wuensdorf belong to the rail movement effecting the transfer of soldiers of the courses from Doeberitz-Olympischer Dorf, APN 62054, to Wuensdorf on and after 8 July.
- (3) [redacted] Rathenow railroad
- (4) [redacted] belongs to the Hq 1st Mecz Div, which indicates that the train probably carried a component of this division. Other components of the division went to the Altengrabow troop training grounds for short training cycles in May and June 1951.
- (5) [redacted] is assigned to an unidentified regiment of the 31st components of which practiced at Altengrabow in May 1951.
- (6) The following units are confirmed by [redacted]

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Hq of the 1st Mecz Div in Doeberitz until 24 July.
a repair shop of the GOFG in Wildau until 17 July.
800th Ration Supply Depot of the GOFG in Satzkorn until 24 July.
53d Central Repair Shop of the GOFG in Berlin-Oberschoeneweide until 17 July.
Hq 31st AAA Div in Schoenwalde until 24 July.
an unidentified regiment of the 31st AAA Div in the Schoenwalde area until 24 July.
820th Ration Supply Depot of the GOFG in Frankfurt/Oder until 17 July.
12th Mobile Arty Shop of the Fourth Gds Mecz Army in Ketschendorf until 17 July.
123d Tank Repair Shop of the GOFG in Muellrose until 17 July.
Hq 10th Gds Tank Div in Krampnitz until 15 July.
Third Shock Army ordnance depot in Moegelin until 16 July.
an unidentified unit of the 6th (?) Gds AAA Div of the GOFG in Chemnitz until 17 July.
Hq 7th Gds Mecz Div in Fuerstenwalde until 17 July.

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The other [redacted] are commented on as follows:

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[redacted] belonged to the 618th Rifle Regt of the 215th Rifle Div in World War II. The regiment was either deactivated or the APN was misidentified.

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was on several rail travel authorizations examined in the Soviet Zone of Germany.

has been reported only from Altengrabow in conjunction with ammunition shipments.

belongs to an unidentified artillery unit of the 6th Arty Div in Rathenow.

was twice reported from Rathenow.

was first reported by another source from Drewitz in June 1951.

With the exception of [REDACTED] all other [REDACTED] have been repeatedly mentioned in reports on rail movements.

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